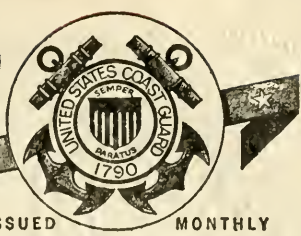


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COAST GUARD BULLETIN



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DERBY SUCCEEDS PINE AS SUPERINTENDENT OF COAST GUARD ACADEMY

Rear Adm. James Pine, Superintendent of the Coast Guard Academy since September 1940, has been retired from active duty, and has been succeeded as Superintendent by Rear Adm. Wilfrid N. Derby. Rear Admiral Pine held the rank of captain on his appointment as Superintendent, and was advanced to the rank of rear admiral in 1942, at which time a total of six Coast Guard officers were promoted to this rank.

Rear Admiral Pine was born in Cincinnati, Ohio, on October 19, 1885. He received his early education in New York and New Jersey public schools and attended Overlook Military Academy. Enrolling at Stevens Institute of Technology in 1905, he left this institution the following year to enter the Coast Guard. Appointed a cadet in the Coast Guard on May 11, 1906, he received a commission as an ensign on December 22, 1908.

His first assignment was on the cutter *Mohawk*. Detached from this ship in 1909, he served on the cutter *Tuscarora*, Milwaukee, Wis., until December of that year when he was transferred to the *Pamlico*, at New Bern, N. C. From 1910 to 1913 he was attached to the *Thetis*, stationed at Honolulu, T. H., and then served on the *Seminole*, Wilmington, N. C., until 1914.

His next assignment was that of Supervisor of Anchorages at Chicago, Ill. Terminating this assignment in December 1914, he was attached to the *Itasca*, at Norfolk, Va. In 1915, he served on

the cutter *Onondaga*, also stationed at Norfolk, and then became an instructor at the Coast Guard Academy, where he remained until 1918.

During the First World War he was in command of the U. S. S. *May*, a converted yacht on the Brittany Patrol, and, following the Armistice, served as executive officer on the U. S. S. *Zee-landia*, a transport engaged in returning troops from France.

From 1919 to 1920, he was attached to the cutter *Acushnet*, Woods Hole, Mass. During this assignment he was detached temporarily for duty at the Academy in connection with a course of instruction for warrant officers. In December 1920, he became commanding officer of the cutter *Manhattan*, at New York, N. Y., and prior to leaving this ship in 1921, also served temporarily on the *Kankakee*, on the Ohio River. Returning to the Academy for his next assignment, he served as executive officer for the next 3 years.

In 1924, he was assigned to the Navy Yard, New York, N. Y., for duty in connection with reconditioning and equipping two destroyers. One of these ships, the *Fanning*, was placed under his command when it was commissioned.

During the antismuggling campaign, undertaken by the Coast Guard as a result of prohibition, he served for approximately 5 years with the Destroyer Force. Leaving the *Fanning* in March, 1926, he served on the staff of the Ordnance Officer, Destroyer Force, until July of that year when he reported for duty on the staff of the Commander of the Force. In November 1927, he took command of the destroyer *Wainwright*, at Boston, Mass., and in April of the

¹ Published with the approval of the Director of the Budget.

Distribution (SDL No. 30) :

- A : a, c, d (5 ea) ; e, f, h, m (3 ea) ; remainder (1 ea)
- B : c (14 ea) ; e, f, g, h, l (5 ea) ; j (3 ea) ; k (2 ea) ; remainder (1 ea)
- C : all (1 ea)
- D : all (1 ea)

next year was assigned the additional duties of commanding Division Three of the Force.

In 1930, he reported for duty to the Chief Inspector, Hull Construction, at an Oakland, Calif., engineering and dry-dock company and the following month took command of the cutter *Itasca*, stationed at Honolulu, T. H. In April 1932, he was assigned to duty at Coast Guard Headquarters, where he became ordnance officer. From 1934 to 1937, he served as executive officer of the Academy. Following a short period of temporary duty in the New York Division, he was placed in command of the cutter *Bibb* in August 1937. In September of the next year he returned to Headquarters for duty as a member of the Permanent Board. He became Superintendent of the Coast Guard Academy in September 1940.

Rear Adm. Wilfred N. Derby was born in Newark, N. J., on 4 December 1889. He received his early education at Trinity School, New York City, and Stevens School in Hoboken, N. J., and then attended Webb Academy in New York. Appointed a cadet in the U. S. Coast Guard in 1908, he received a commission as an ensign in 1911.

His first assignment was on the *Seneca*, from which he was detached in April 1911, for duty on the cutter *Tuscarora*. Leaving the *Tuscarora* 8 months later, he was assigned to the cutter *Androskoggin* until 1912 when he reported aboard the *Tahoma* for duty on the Bering Sea Patrol. From 1912 until 1915, he served on the *Thetis* in Honolulu waters and then was attached to the cutter *Pamlico* until 1916. He next was assigned to the cutter *Itasca* and the Coast Guard Academy, New London, Conn. During the war he served at the Academy as an instructor of cadets and in immediate charge of training enlisted recruits.

Following a short period of duty on the *Manhattan* in March 1920, he was attached to the *Earp*. During the latter assignment he was designated a U. S. Deputy Marshall for the Third Division of Alaska, and in connection with duties on the Bering Sea Patrol for 1920. In 1922, he reported for duty on the cutter *Mojave*, from which he was detached in the following year for service on the cutter *Manning*. In 1924 he became Coast Guard liaison officer at the Naval Training Station, Hampton Roads, Va., and served in this capacity until the autumn of that year when he was assigned to duty on the staff of the Coast Guard Academy. While at the Academy he took part in cadet practice cruises on the *Alexander Hamilton* dur-

ing the summer of 1925 and 1926, and the *Mojave* during the summer of 1927.

From 1927 to 1930, he was in command of the destroyer *Cassin*. During the summer of 1928 as commander of Division 1 of the Destroyer Force in addition to his regular duties, and later that year became commander of Division 4 of the Force. In June 1930 he was placed in command of Division 3 of the Force and the *Cassin* was assigned as flagship.

In November 1930 he reported for duty to the Coast Guard Depot, Curtis Bay, Md., and in 1934 was detached from this assignment to become commanding officer of the *Cayuga*. Transferred to command of the cutter *Itasca* in 1935, he was on this ship during the March 1935, expedition which took possession of the Baker, Howland, and Jarvis Islands for the United States.

Detached from the *Itasca* at Honolulu, T. H., in 1935 he was assigned to Coast Guard Headquarters, for duty as operations officer in the Office of the Chief of Operations. During this tour of duty he was designated, in 1937, as Chief of Staff to the Commander of the International Yacht Race Patrol Force, and as Commander of the Second Division of the patrol. In June 1941 he became commanding officer of the U. S. S. *Wakfield* but returned to Coast Guard Headquarters 2 months later for duty as Chief of the Maritime Service and Chief of Merchant Ship Control.

During the spring of 1942 he served on the staff of the Commander in Chief of the United States Fleet, and then was attached to Coast Guard Headquarters until June of that year when he reported to Boston, Mass., as District Coast Guard Officer for the First Naval District.

143 CADETS ARE APPOINTED TO ACADEMY AS RESULT OF RECENT EXAMINATION

As a result of the competitive examinations held throughout the country, for cadetships at the Coast Guard Academy, 143 young men have been appointed and have already reported for duty. The total number of candidates taking the examination was 690, of which 432 passed. The Academy's adaptability board recommended to the Superintendent, and he so recommended to the Commandant, that only the first 230 candidates be considered for appointment. All 230 were ordered to report for physical examination, and the appointments made from the list of those who passed.

The cadets who have just entered the

Academy, and who constitute the class of 1951, have begun a 4-year course of instruction, and if successful in the final examinations, they will be granted the degree of bachelor of science and commissioned in the Coast Guard.

Of the cadets just appointed, 11 had an enlisted status in the Coast Guard at the time of taking the examinations:

Following are the appointees:

James N. Alexander III, Kenmore, N. Y.
John Harvey Ash, Clarksburg, W. Va.
Earl Alexander Baker, Akron, Ohio.
William Thomas Barron, Marietta, Ga.
James Brown Barton III, Atlanta, Ga.
Raymond Charles Bassett, Bloomfield, N. J.

Henry Herbert Bell, Old Greenwich, Conn.

John Richard Black, Medford, Mass.

William Samuel Black, Bradford, Pa.

Wilfred Bleakley, Jr., Quiney, Mass.

Robert C. Branham (258-101) ETM3c, CGC *Storis*.

Frank Raphael Buesseler, Hillman, Minn.

Richard Orrin Bunce, Brook Hill, Va.

Kenneth Lowell Carlson, Lakewood, Ohio.

Lloyd Hower Carmen, Bound Brook, N. J.

Kenneth Anthony Cass, Waterbury, Conn.

William Taylor Clew, Middleton, Conn.

Wilson Digby Cline, Miami, Fla.

Eugene Humble Collora, Plainfield, N. J.

William Francis Cormier, Pascoag, R. I.

Donald Preston Courtsal, Branford, Conn.

Richard Osborn Creedon, Philadelphia, Pa.

Joseph Bernard Deveikis, Gardner, Mass.

Bruce Warren Dewing, Worcester, Mass.

Robert Holden Dougherty, Jerome, Pa.

John Frederick Ellis, North Wilbraham, Mass.

Russell Harold Ferrier, Jr., North Hills, Pa.

John Howard Fournier, Poland, Ohio.

John Alexander Gage, Chicago, Ill.

Ted Lane Gannaway, Silver Spring, Md.

Thomas G. Getz (269-830) ETM 3/c, REVM B-24 U. S. Coast Guard Training Station, Groton, Conn.

Robert Brown Grant, Springfield, Mass.

Richard Allen Green, Collingswood, N. J.

Richard Lloyd Green, Van Wert, Ohio.

Robert Ward Gustafson, Minneapolis, Minn.

Graham Hall, Beverly, Mass.

William Raymond Hall, Winlock, Wash.

Melvin Ward Hallock, Sheridan, Wyo.

Richard Oliver Haughey, Brooklyn, N. Y.

Francis Eugene Hazard, Gloversville, N. Y.

Robert E. Henry (260-227) Y3/c, U. S. Coast Guard Air Station, Miami, Fla.

John Robert Hilm, Ambler, Pa.

Frank William Hill, Whiting, Ind.

David Frank Howard, Palos Verdes Estates, Calif.

Joseph Paul Hratke, Hightstown, N. J.

John Hume Hyrne, Savannah, Ga.

Arthur Henry Iverson, Brooklyn, N. Y.

Francis Walter Jacobanis, Hyde Park, Mass.

Richard Leonard Jacobs, Lawrence, Mass.

Peter Norman Johnson, East Weymouth, Mass.

Byron Waver Jordon, Williamsville, N. Y.

David Murray Kaetzel (258-518) S1/c, Coast Guard Yard, Curtis Bay, Md.

George John Kashuba, Terrace, Pa.

Thomas Alphonse Keenan, Bradford, Pa.

Donald Richard Kelley, Derby, Vt.

Charles Eugene Kenny, Groton, Conn.

Clement Henry Kerans, Wollaston, Mass.

Donald Delmer Kiefer, Wausau, Wis.

Burton W. Kniseley (256-454) ETM2/c, U. S. Coast Guard Training Station, Groton, Conn.

Richard Lacy, Baltimore, Md.

Lambert John Larso, Littleton, Colo.

Raymond Peter Litts, Baldwin, Long Island, N. Y.

Joseph Louzon, Jr., Long Island City, N. Y.

Philip Charles Lutzi, Livingston, N. J.

Michael Joseph Madden, Cincinnati, Ohio.

Philip Michael Madden, Pierre, S. Dak.

Richard Frank Malm, Los Angeles, Calif.

John Richard Manners, Frenchtown, N. J.

Alfred P. Manning, Jr. (273-013) ETM-3/c, Coast Guard Operating Base, Alameda, Calif.

William John Martens, Freeport, N. Y.

Charles Edgar Martin, Kearney, Nebr.

Robert John McNickle, New London, Conn.

Frederick T. Miner, E. Longmeadow, Mass.

James Robert Mitchell, Garwood, N. J.

Philip B. Moberg, Waukegan, Ill.

William Charles Moger, Ft. Myers, Fla.

Daniel Louis Muir, Jr., Turtle Creek, Pa.

Donald Robert Murphy, Oak Park, Ill.

Richard E. Nadeau (255-014) ETM2/c, U. S. Coast Guard Training Station, Groton, Conn.

Donald Arthur Nielsen, Santa Ana, Calif.

John Sidney Nuzum, St. Petersburg, Fla.

Roy Ervin O'Brien, Jr., Staten Island, N. Y.
 George R. O'Connor, Jr., Pvt. 11110079, Prep. Det. end Co., 1802 Spec. Reg. USMA, Stewart Field, Newburgh, N. Y.
 Reino Oscar Oksa, Sloansville, N. Y.
 Charles William Otto, Milwaukee, Wis.
 John Edward Peterson, Denbo, Pa.
 Alan Gale Pheasant, Winthrop, Mass.
 John Stephen Phillips, Wethersfield, Conn.
 Robert T. Platt (261-643) McMM 3/c, USCGC *Triton*, New Orleans, La.
 Gorland Gerard Pohle, Jr., Huntington, N. Y.
 Robert Charles Powell, Ocean City, N. J.
 Doyle Lynn Purvis, Aztec, N. Mex.
 Lewis Edwin Rhiver, Ardmore, Pa.
 Edward Paul Rhodes, Belmont, N. H.
 Kenneth Dean Robertson, Fort Wayne, Ind.
 George John Roy, Jr., Toms River, N. J.
 Carleton E. Russell (264-089) AerM 3/c, New Orleans, La.
 Robert Russell, San Gabriel, Calif.
 Frederick Paul Schubert, New Brunswick, N. J.
 Edward Robert Schwab, Erie, Pa.
 Richard Gerald Shank, St. Louis, Mo.
 Gilbert Parker Sherburne, Woburn, Mass.
 Paul Weldon Smith, Londonville, N. Y.
 John Luther Steinmetz, Jr., Long Beach, Calif.
 Gene William Stevermer, Easton, Minn.
 Eugene Allen Stroup, Rochester, N. Y.
 Basil Herman Tannel, III, Milwaukee, Wis.
 Milton Barcroft Trageser, South Orange, N. J.
 Karl Beresford Von Klock, Melrose, Mass.
 Richard Marvel Thomas, Riverside, Conn.
 Jack Ralph Waltmann, St. Louis, Mo.
 Robert Campbell Wiard, New London, Conn.
 Marion L. Weiss (269-519), S1/c, Cleveland, Ohio.
 Owen Peter Wiese, Garretson, S. Dak.
 Henry Wilks, Jr., West Richfield, Ohio.
 Swain LeRoy Wilson, Havertown, Pa.
 Robert William Witter, Dubuque, Iowa.
 James Randolph Wolcott III, Red Bank, N. J.
 Paul Davis Yates, Washington, D. C.
 Hugh Corbett Wyatt, Baraboo, Wis.
 Edward Franklin Yost, Jr., Yeadon, Pa.
 Paul Alexander Yost, Jr., Louisville, Ky.
 Louis Locke Zumstein, Port Orange, Fla.
 George Peter Adamson, Bronx, N. Y.
 George Thomas Doyle, Paris, Ky.
 John Leslie Everton, Norfolk, Va.
 Leonard Clayton Geer, Rutherford, N. J.
 Richard Edwin Greer, Teaneck, N. J.

Richard Joseph Knapp, Passaic, N. J.
 Allen Crawford Roberts, Memphis, Tenn.
 George Edward Maloney, Du Bois, Pa.
 Robert Arthur Moss, Alameda, Calif.
 Thomas Francis St. Denis, Syracuse, N. Y.
 Lucian Anthony Ferguson, Leavenworth, Kans.
 Norman Stewart Morrill, Willimantic, Conn.
 Sebastian J. Pias (273-158) S 2/c, U. S. Coast Guard Training Station, Groton, Conn.
 Charles Edward Jurgelewicz, Middleboro, Mass.
 Frank Edward Evers, Brooklyn, N. Y.
 Robert E. Lee, Jr., Scotia, N. Y.
 George Earl Leighton, West Springfield, Mass.
 Kermit Ronald Meade, Pvt. (644222) USMC, Washington, D. C.
 Robert Hugh Furey, Jr., Winslow, Wash.
 Michael D. Drake, Dow Field, Maine.
 Nicholas Bodnar, Pfc. 614825 USMC, Hedron-Mag 14—Eng., MCAAS, Oak Grove, New Bern, N. C.
 Peter Browning, 1668 Green Road, Cleveland 21, Ohio.
 William Walter McFarland, 105 South Clay Street, Millersburg, Ohio.
 George Arthur Murphy, 7936 S. E. 27th St., Portland, Oreg.
 Walter Richard Peppers, 2526 116th Street, Toledo 11, Ohio.

NEW LAW PROVIDES FOR COMMISSIONING OF MARINE INSPECTION PERSONNEL

Public Law No. 219 "to integrate certain personnel of the former Bureau of Marine Inspection and Navigation and the Bureau of Customs into the Regular Coast Guard, to establish the permanent commissioned personnel strength of the Coast Guard, and for other purposes" went into effect on 23 July 1947, when it was signed by the President.

The law provides for a total number of 2,250 commissioned officers (excluding chief warrant officers), distributed by rank in the same percentages prescribed for the Navy, but eliminating the rank of commodore.

Rear admirals of the upper half will constitute half the officers of that rank, not counting the Assistant Commandant and Engineer in Chief in the computation.

Permanent commissioned officers are to be appointed from the following categories:

(1) Graduates of the Coast Guard Academy.

(2) Temporary commissioned officers of the Coast Guard.

(3) Chief warrant and warrant officers, and enlisted men of the Coast Guard.

(4) Members of the Coast Guard Reserve.

(5) Licensed officers of the United States merchant marine who have served 4 or more years aboard a vessel of the United States in that capacity. These officers shall serve a probationary period of 2 years.

(6) Personnel of the former Bureau of Marine Inspection and Navigation of the Department of Commerce, and the Bureau of Customs of the Treasury Department, who were transferred from those bureaus to the Coast Guard by Executive Order 9083, dated February 28, 1942 (7 F. R. 1609) and by Reorganization Plan Numbered 3, effective July 16, 1946 (11 F. R. 7875), and who on March 1, 1942, held the civil service rating of CAF-9 or P-3, or above; 453 extra commissioned officer numbers are provided, within the 2,250 authorized, to which only personnel in category 6 may be appointed. If not filled each vacancy shall increase by one the authorized number of line officers, while decreasing by one the authorized number of extra numbers. These appointees shall be assigned running mates from among regular line officers of the Coast Guard in the respective ranks in which they are commissioned; be eligible for promotion, if otherwise qualified, when their running mates become eligible; and be examined only in subjects pertaining to their specialty.

Permanent chief warrant officers may be appointed from the following categories:

(1) Temporary commissioned officers of the Coast Guard.

(2) Temporary chief warrant officers of the Coast Guard.

(3) Temporary and permanent warrant officers of the Coast Guard.

(4) Enlisted men of the Coast Guard.

(5) Members of the Coast Guard Reserve.

(6) Licensed officers of the United States merchant marine.

(7) Personnel of the former Bureau of Marine Inspection and Navigation of the Department of Commerce, and the

Bureau of Customs of the Treasury Department, who were transferred to the Coast Guard by Executive Order 9083 and the Reorganization Plan Number 3.

Permanent warrant officers may be appointed from temporary chief warrant and temporary warrant officers of the Coast Guard and from the categories 4, 5, 6, and 7 stipulated for appointment of chief warrant officers.

Persons selected for appointment as permanent commissioned, chief warrant or warrant officers from among personnel of the former Bureau of Marine Inspection and Navigation or the Bureau of Customs shall not be required to undergo further professional, physical or mental examination as a prerequisite to original commissioning, appointment or enlistment and physical standards for such personnel shall not be greater than those applicable generally to civilian employees under civil service laws and regulations. All service of such personnel as a civilian employee of the United States shall be included in computing length of service for purposes of retirement. Once appointed in the regular Coast Guard they are not entitled to civil-service retirement, but may claim a return of their total contributions to the civil-service retirement fund with interest. They become eligible upon such appointment, however, to retirement benefits provided by law for members of the regular Coast Guard. A disability on the part of such personnel, for physical disability retirement, shall be deemed to have been incurred, incident to Coast Guard service, if its cause originated during any period of service which may be included in the computation of service for purposes of retirement, provided the cause is not due to vicious habits, intemperance or misconduct. Such personnel shall not suffer any reduction in annual compensation, including allowances, below the compensation applicable to their permanent civil-service position at the time of their commissioning, appointment or enlistment, exclusive of overtime compensation. Accrued military leave shall also be credited to them. The civil-service status, tenure, seniority, and compensation of any such person, who for any reason is not commissioned, appointed or enlisted under the act, shall not be impaired.

PRESENT STATE OF SYSTEM OF AIDS TO MARINE NAVIGATION SHOWN BY ANNUAL STATISTICS

The present status of the system of aids to marine navigation maintained by the Coast Guard is shown by the statistics just compiled for the fiscal year recently closed. A small but normal increase in the total number of these aids to navigation has taken place during the past 12 months, despite the fact that the grand

total of aids in existence on June 30, 1947, was 414 less than at the same time a year ago. The decrease was brought about by the discontinuance of many aids established in United States and other waters for the wartime benefit of the military services. The steady elimination of these aids which has been going on since the cession of hostilities, is now practically completed.

The growth of the system of navigational aids is well illustrated by a comparison of figures for periods which minimize or eliminate the effects of temporary wartime changes. This growth is shown in the following table, which also shows graphically the present state of the aids. The electronic aids are shown in a separate table.

	1927	1937	1947
Lighted aids:			
Lights, 200 c. p. and above-----	2, 161	1, 695	2, 235
Lights, below 200 c. p.-----	3, 348	5, 646	7, 440
Lightship stations ¹ -----	45	31	28
Lighted buoys (including float lights)---	710	1, 130	1, 792
Lighted trumpet buoys-----			9
Lighted whistle buoys-----	313	154	233
Lighted bell buoys-----		434	624
Lighted gong buoys-----		21	64
Total lighted aids-----	6, 577	9, 111	12, 397
Fog signals:			
Radiobeacons ² -----	37	125	182
Sound fog signals-----	549	555	592
Lighted buoys with bells, whistles, gongs, or trumpets ³ -----	313	609	930
Unlighted buoys with bells, whistles, or gongs-----	328	366	372
Total fog signals-----	⁴ 1, 265	⁵ 1, 668	2, 076
Unlighted aids:			
Buoys-----	7, 621	13, 238	17, 766
Daybeacons-----	3, 213	4, 729	5, 156
Total silent and unlighted aids-----	10, 834	17, 967	22, 922
Grand total-----	18, 363	28, 106	36, 465

¹ Lightships station not counted in totals.

² Includes auxiliary warning radiobeacon on Nantucket Shoals Lightship.

³ Lighted sound buoys counted only once in grand total.

⁴ Included 13 submarine signals.

⁵ Included 38 submarine signals.

ELECTRONIC AIDS TO NAVIGATION

Radarbeacon stations:

Operating-----	3
Inactive-----	24

Total----- 27

Loran stations:

Fixed transmitting stations (operating)-----	31
Mobile transmitting stations (operating)-----	1
Fixed transmitting stations (inactive)-----	4
Fixed monitor stations (oper- ating)-----	3
Fixed monitor stations (in- active)-----	7

Total----- 46

The reduction of 414 aids to navigation during the past year is accounted for chiefly by the discontinuance of 269 lights of candlepowers below 200, and 341 daybeacons. These and other discontinuances were only partly offset by new establishments, chiefly of buoys.

COAST GUARD TO STUDY STRUCTURAL STRAINS IN ICE BREAKING CUTTERS

A study of the forces acting upon a vessel while breaking ice, and the reactions in the hull girder of such a vessel, is to be made by the Coast Guard during the coming winter. The tests will be made upon the cutter *Mackinaw*, the world's largest icebreaker, and cut-

ters of the 180-foot and 110-foot class, while these vessels are at work upon the Great Lakes.

The proposed tests are to be conducted by the Coast Guard's testing and development division, with the assistance of the Division of Engineering Research of the University of Michigan. It is expected that the tests will lead to the design of vessels better adapted to ice-breaking, and also to certain economies in construction.

ROYAL NATIONAL LIFEBOAT INSTITUTION PUBLISHES HISTORY

The Royal National Lifeboat Institution, of Great Britain, has just published a booklet "The Story of the Lifeboat, 1824 to 1947," in which is recorded the history of 123 years of life-saving at sea by that organization. The history of the British institution, insofar as results and general type of equipment are concerned is not unlike that of life-saving in the United States. The two life-saving organizations differ, however, in that the British is and always has been a charitable organization not supported by the government.

For the most part, the Royal Lifeboat Institution is managed by volunteers, this including the crews and administrative personnel of the various local stations. Its funds are expended for the purchase and equipment of its boats, for the maintenance of its stations, for the making of monetary awards to those who participate in rescues, and to the payment of pensions.

TWO FORMER SUPERINTENDENTS OF LIGHTHOUSES DIE

W. H. Rhodes, formerly superintendent of lighthouses in the eighteenth lighthouse district embracing the waters of California, died recently at his home in California. Captain Rhodes retired from the government service in 1939, at the time of the consolidation of the Lighthouse Service with the Coast Guard, having completed 40 years of active service.

Captain Rhodes first Government employment was with the Coast and Geodetic Survey, which he entered in 1899. He commanded Coast Survey vessels in the Philippines, Hawaii, Alaska, the vicinity of the Panama Canal, and elsewhere. He was appointed superintendent in the Lighthouse Service in 1912, and became widely known for his

professional attainments in nautical, engineering, and scientific fields.

Another former superintendent of lighthouses who has recently died is Henry L. Beck, who also retired in 1939. His first Government service was with the Census Bureau and the Coast and Geodetic Survey. He entered the Lighthouse Service as an assistant superintendent in 1911 and was first stationed in the New York area. In the same year he was appointed superintendent of the seventeenth district, embracing the waters of Washington and Oregon. In 1915 he was transferred to Charleston, S. C., in charge of the sixth lighthouse district. He served in that capacity until the time of his retirement, at which time he had over 39 years Government service.

RESOLUTION ADOPTED BY THE GREAT LAKES HARBOR ASSO- CIATION AT ITS 1947 ANNUAL MEETING, TOLEDO, OHIO, JUNE 26 AND 27, 1947

COMMENDING THE UNITED STATES COAST GUARD

Whereas the officers and men of the United States Coast Guard for more than a century past have guarded the shipping lanes of the Great Lakes and have rendered heroic service in the protection of lives and property throughout the Great Lakes region; and

Whereas the construction and operation of the icebreaker *Mackinaw* by the United States Coast Guard has added immeasurably to the safety and efficiency of Great Lakes shipping, has afforded vital assistance to Great Lakes shipping and lake ports, and has extended the practical season of navigation on the Great Lakes, thus adding to the service, economy, and efficiency of Great Lakes shipping operations; and

Whereas the United States Coast Guard is loyally endeavoring to execute its duties and to meet its many responsibilities in the Great Lakes region under the handicaps of manpower shortages and deficiencies of equipment; now, therefore be it

Resolved, By the Great Lakes Harbors Association, in annual meeting assembled, that we hereby commend the United States Coast Guard for its skill, its devotion to duty, and its long tradition of service to life and property in the Great Lakes region; and be it further

Resolved, That copies of this resolution be spread upon the proceedings of this annual meeting; that copies be sub-

mitted to the Commandant, United States Coast Guard, Washington, D. C.; the Commander of the Ninth United States Coast Guard District; and to interested Members of Congress.

SIMPLIFICATION OF DISTRICT ORGANIZATIONS WILL FIT PEACETIME CONDITIONS

In a district reorganization effective July 1, 1947, a consolidation of functions within fewer units was effected by abolishing certain sections and transferring their functions to other sections whose duties are generally similar. The Chief of Staff has thus become responsible for the functions of the Planning and Control officer and the Public Information officer; to the newly authorized Legal and Intelligence officer is transferred the legal functions of the abolished Legal Section and the Intelligence and Law Enforcement Section, while the operational functions of general law enforcement remain with the Operations Division, and the Marine Inspection officer continues to assist the district commander in marine inspection law enforcement matters; the functions of the abolished Office Services Section and Commissary and Clothing Section are transferred to the Supply Section; the Engineering Division is given cognizance over aeronautical engineering matters; the Budget and Accounting Section is renamed the Accounting Section, and functions pertaining to the preparation of budget estimates are transferred to the Chief, Finance and Supply Division; The Ship and Shore Unit Section is renamed the Search and Rescue Section and absorbs the functions of the abolished Aviation Section and the abolished Ordnance, Gunnery and Readiness Section; the Military Personnel Section takes over the functions of the abolished Military Morale Section, the abolished Training and Procurement Section, and all remaining functions of the former Reserve and Auxiliary Section which do not relate to the Auxiliary and the temporary components of the Coast Guard Reserve. These are transferred to the Chief of Staff for administration under him by the Director of Auxiliary.

The new district organization now consists of the District Commander, the Chief of Staff and four divisions, namely Engineering, Finance and Supply, Operations, and Personnel. Under each division are three sections. Under the Engineering Division are the Civil, Electronic, and Marine Engineering Sec-

tions; under Finance and Supply the Accounting, Disbursing, and Supply Sections; under the Operations Division come the Aids to Navigation, Communication, and Search and Rescue Sections; and under the Personnel Division are the Civilian Personnel, Medical and Military Personnel Section. Directly responsible to the Chief of Staff but not included in any Division are the Marine Inspection officer, the Legal and Intelligence officer and the Director of Auxiliary.

COAST GUARD CUTTER WELL KNOWN ON WESTERN RIVERS IS DECOMMISSIONED

The Coast Guard Cutter *Greenbrier*, which for 23 years has been servicing aids to navigation chiefly upon the Ohio River, is being decommissioned and replaced by a newer vessel.

The *Greenbrier* was of the traditional western river type of construction, with a large stern paddle-wheel, two "chimneys" at the forward end of the deck house, and noncondensing engines. Inside her box-like hull were a few storage tanks, but not much else. On her main deck, about 2 feet above the water line, was the boiler and engine rooms, and certain working and storage space. The coal bunker was also on this deck, and in the very bow. On the deck above were the quarters for the officers and crew, the messhall, and the galley. Above this was the pilot house, a commodious glass-enclosed structure, near the bow and almost between the "chimneys". Inside this were few of the navigating appurtenances of a salt water vessel, but the 8-foot steering wheel (which was rarely used for steering), the shafts which operated the steering engine, and the bell-pulls on which the customary river system of signals was sounded.

The pilot on the *Greenbrier*, curiously enough, had a foot-brake on his steering wheel, looked directly down into the coal-bunker between himself and the bow, and the vessel had five rudders, these arranged athwartships just forward of the paddle-wheel.

The *Greenbrier* was built by the Charles Ward Engineering Works of Charleston, W. Va., at a cost of \$128,000. It is 165 feet in length, with a steel hull and wood upper works. The *Greenbrier*, when under the former Light-house Service, carried President Hoover and party from Cincinnati to Louisville during the Ohio River Improvement celebration on October 22 and 23, 1929.

ERECTION OF A CHAPEL AT COAST GUARD ACADEMY IS AUTHORIZED BY CONGRESS

On 21 July 1947 the President signed H. R. 3539 which became Public Law No. 209. This authorizes the Coast Guard to construct a suitable chapel for religious worship by any denomination, sect, or religion at the Coast Guard Academy in New London, Conn.; to acquire an appropriate site for the chapel adjoining the present Coast Guard Academy reservation either by purchase, condemnation, gift or otherwise; and to accept private contributions to assist in defraying its cost of construction, such contributions to be received and accounted for under such regulations as the Secretary of the Treasury may prescribe. Congress has also authorized to be appropriated such sums as may be necessary to complete the erection of the chapel.

COAST GUARD ASSISTS WHEN LEEVE WEAKENS

On the nights of 2 and 3 July 1947 the Mississippi River crested at St. Louis at an all-time high of 40.3 feet. On the night of 3 July, the temporary levee surrounding the city of Grand Tower, Ill., crevassed and Coast Guard equipment, standing-by on the outskirts of the town, was immediately thrown into the evacuation of the lower portion of the city during the hours of darkness and necessary evacuation was completed by daylight and Coast Guard personnel then devoted their time to the bringing

in of needed medical supplies and food from highway terminals at the edge of the flooded areas.

The flood crests continued to set new records as the Mississippi swept below St. Louis until it reached Cape Girardeau, Mo. The flood waters began to recede rather rapidly in the entire area commencing 8 July and all Coast Guard task forces were disbanded and returned to their respective stations.

Aircraft on flood duty from Traverse City, Mich., and San Diego, Calif., were released for return to their permanent stations. One mobile communications truck from the Eighth CG District was returned to its permanent station at Mobile.

WARTIME SERVICE OF SMALL BOATS IS BEING RECOGNIZED

The wartime service of small boats which were turned over to the Coast Guard by their owners and which have since been returned to their owners, is being recognized by the distribution of service certificates, chevrons, and plaques.

Service chevrons will be awarded on the basis of one chevron for each 6 months of continuous wartime service. These will be awarded to boats loaned, bought, accepted as a gift, or chartered for Coast Guard use. The chevrons may be displayed in an appropriate place aboard the vessel.

Certificates and bronze plaques will be awarded to boats owned by members of the Coast Guard Auxilliary, used during the war, and since returned to their owners.

YF TYPE OF VESSELS ARE GIVEN NEW DESIGNATIONS

The YF type vessels, which are to be used as tenders for the servicing of the navigational aids, have been redesignated as follows:

Former Navy designation	Coast Guard name	CG type and No.
YF-416	White Sumac	WAGL-540
YF-417	White Alder	WAGL-541
YF-339	White Bush	WAGL-542
YF-341	White Holly	WAGL-543
YF-444	White Sage	WAGL-544
YF-445	White Heath	WAGL-545
YF-446	White Lupine	WAGL-546
YF-448	White Pine	WAGL-547

DECORATIONS AND AWARDS MADE SINCE JUNE

LEGION OF MERIT

Lowe, William H., Capt. (R) (T).¹

BRONZE STAR MEDAL

Adams, Edward J., Lt. (R).
Burkhard, Arthur H., Jr. Cox.²
Frolick, Seymour J., Lt. (jg) (R).
Kron, Eldred J., Lt. (R).
Maley, Kenneth P., Commander.
Rawsthorne, Jr., John W., Lt. (R).
Sutinen, Wesley M., BM1c.²
Swiere, Michael J., MoMM1c.²

COMMENDATION RIBBON

Auge, Roger J., Lt.
Burmester, Louis E., BM2c.
Frick, Sherman K., Lt.
Wagner, Austin C., Lt.

PRESIDENTIAL UNIT CITATION

Lydon, John M., Lt. (jg).

COMMANDANT'S CITATION

Kieferle, George R., Lt. Comdr. (R).
Layman, Lloyd, Lt. Comdr. (R).
Mauerman, Raymond J., Capt.
Peck, Ira L., Lt. Comdr. (R).
Skidmore, Franklin L., Boatswain.
Tomkiel, Frank, Comdr. (deceased).
Tyler, Gaines A., Capt.

CHANGES IN ASSIGNMENT

The following changes in assignments were made during the week ending July 18:

Lt. Comdr. Charles O. Ashley, Eleventh District Office to Operating Base, Honolulu (CO).
Lt. Comdr. Ora Doyle, orders from Depot, South Portland, Maine, to *Laurel* (CO) canceled.
Lt. Comdr. William L. Morrison, Headquarters to George Washington University Law School.
Lt. Comdr. Fred F. Nichols, *Norlantpat* to Training Station, Groton, Conn.
Lt. Comdr. Glen F. Stevens, Merchant Marine Detail, Marseille, France, to Marine Inspection, San Francisco, Calif.
Lt. Comdr. Maynard F. Young, Headquarters to George Washington Law School.

¹ Lowe awarded Legion of Merit in lieu of Commendation Ribbon.

² Swiere, Sutinen, Burkhard awarded Bronze Star Medal in lieu of the Navy and Marine Corps Medal.

The following changes in assignments were made during the week ending July 25:

Commander Francis W. Leahy (R), *Omgus*, Berlin, to Headquarters (Office of Merchant Marine Safety).
Commander Robert S. Lecky, *Mohawk* to *Sassafras* (CO).
Commander George R. Leslie, *Onandaga* to *Tancy* (CO).
Commander Harold B. Roberts, Eleventh District Office to *Bibb* (CO).
Commander Simon R. Sands, Jr., orders from Boston Representative, *Norlantpat*, to Ninth District Office, canceled; to Thirteenth District Office (Chief, Personnel Division).
Commander Floyd M. Soule (R), International Ice Patrol, Argentina, to Woods Hole Oceanographic Institution.
Commander John H. Wagline, Thirteenth District Office to *Redbud* (CO).
Lt. Comdr. Harold J. Babbitt, *Thetis* to Base, Boston, Mass.
Lt. Comdr. Reginald W. Butcher, *Perscus* to Eleventh District Office (temporary duty pending further assignment).
Lt. Comdr. James H. Coe (R), Marine Inspection, Corpus Christi, Tex., to Marine Inspection, Galveston, Tex.
Lt. Comdr. Kenneth H. Hellweg (R), Marine Inspection, Galveston, Tex., to Marine Inspection, Corpus Christi, Tex.
Lt. Comdr. Charles E. Masters, Jr., Operating Base, Ketchikan, Alaska, to *Clover* (CO).
Lt. Comdr. Thomas B. McKinstry, Fourth District Office to Base, Alameda, Calif. (Civil Engineering).
Lt. Comdr. Donald M. Morell, Seventeenth District Office to *Citrus* (CO).
Lt. Comdr. John L. Olsen, *Calypso* to *Comanche*.
Lt. Comdr. Benjamin B. Sherry, *Tancy* to *Perscus* (CO).
Lt. Comdr. James N. Rasmussen, Representative, Commander, Western Pacific Section, Fourteenth District, Manila, to Third District Office.

The following changes in assignment were made during the week ending August 1:

Commander Harold J. Doebler, Headquarters to *Mackinaw* (CO).

The following changes in assignment were made during the week ending August 8:

Commander Francis W. Leahy (R), orders from *Omgus*, Berlin, to Headquarters canceled.

Commander Alvin H. Giffin, *Norlantpat*, to First District Office (temporary duty pending further assignment).

Commander John H. Wagline, orders from Thirteenth District Office to *Redbud* (CO) amended; to *Balsam* (CO).

Lt. Comdr John M. Handley (R), oath as lieutenant commander (R); to active duty, Marine Inspection, New Orleans, La.

Lt. Comdr. John L. Olsen, *Comanche* to Base, Portsmouth, Va.

Lt. Comdr Robert N. Williams, Fourth District Office to *Minnetonka* (EO).

ORDERED HOME PENDING RETIREMENT FOR PHYSICAL DISABILITY

Lt. William Hillenius.

Lt. (jg) Robert N. Hughes (R).

Lt. (jg) Daniel Lancaster.

Chief Machinist George Green.

Chief Machinist Thomas Wright.

Boatswain Lester B. Poole.

Chief Pay Clerk Hyman Gottlieb.

Chief Carpenter Samuel J. Lord.

Chief Pay Clerk Hubert B. Dickerson.

Radio Electrician Leon Wickoff.

RETIREMENTS EFFECTIVE 1 AUGUST 1947

Name	Present rank	Retired rank
Stephen G. Basnight	C. B. M.	C. B. M.*
Robert J. Bussey	Ch. Pharm.	Lieutenant.
Edward F. Carraway	C. R. M.	C. R. M.*
Christie T. Christiansen	Lt. Comdr.	Lt. Comdr.
Gerhart W. Christianson	C. M. M.	C. M. M.*
Cecil E. Daniels	Ch. Mach.	Mach.*
Ferdinian E. Dewey	C. B. M.	C. B. M.*
James Dixon	C. M. M.	C. M. M.*
William J. Elliot	ex-Lieutenant.	Lieutenant (R).
David S. Hendrix	Bos'n.	Bos'n.
Edwin A. Himel	Lieutenant.	Lieutenant.*
Fred P. Jacey (Jascak)	Ch. Mach.	Mach.*
Gerhard P. Kretzschmar	Lieutenant (R) (inactive)	Lieutenant (R).
Clem E. Levendoski	C. B. M.	C. B. M.*
Grant E. Maxson	Lt. (jg)	Lt. (jg)*
Charles I. Qvistgaard	Lt. Comdr. (R)	Lt. Comdr. (R)
William C. B. Roberts	Ch. Gunner	Ch. Gunner.*
Walter A. Soldenski	C. M. M.	C. M. M.*
Clyde L. Straubel	Ch. Pay Clerk	Lieutenant.
Albert Van DeVenter	Lt. Comdr.	Lt. Comdr.
Harrison N. Wilson	Lt. Comdr. (R)	Lt. Comdr. (R).

*May be advanced on retired list to higher rank under Public Law 305.

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